NOVA SCOTIA
Transportation and Public Works

Road Safety Vision 2010
Progress Report
(2002)

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Cover photo – Highway 101, Lower Sackville taken from Old Sackville Road overpass looking westerly by Doug Smith

Introduction

Canada's road safety community, including Nova Scotia, adopted road safety targets in the fall of 2000. These targets, outlined in the document *Road Safety Vision 2010*, were endorsed by Canada's Ministers of Transportation and Highway Safety and the Canadian Council of Motor Transport Administrators (CCMTA).

The national targets call for decreases of 30 per cent in the average numbers of road users killed or seriously injured during the 2008–2010 period as compared to 1996–2001, with specific goals to
- increase seat belt and proper child restraint use
- reduce casualties resulting from non-use of restraint systems, drinking and driving, speed and intersection related crashes, and high-risk road user behavior
- decrease casualties resulting from crashes occurring on rural roadways or involving young drivers or riders, vulnerable road users and commercial carriers

The vision includes the following sub-targets that reflect Canada's major road safety problem areas:
- minimum seat belt rates of 95 per cent and proper use of child restraints by all motor vehicle occupants
- a 40 per cent decrease in the number of unbelted fatally or seriously injured occupants
- a 40 per cent decrease in the number of road users fatally or seriously injured in crashes involving a drinking driver
- a 20 per cent reduction in the number of road users killed or seriously injured in speed and intersection related crashes
- a 20 per cent decrease in the number of drivers who commit three high-risk driving infractions (two if they are alcohol-related) within a two-year time frame
- a 20 per cent decrease in the number of young drivers/riders (those aged 16–19 years) killed or seriously injured in crashes
- a 20 per cent decrease in the number of road users killed or seriously injured in crashes involving commercial carriers
- a 30 per cent decrease in the number of vulnerable road users (pedestrians, motorcyclists and cyclists) killed or seriously injured
- a 40 per cent decrease in the number of road users fatally or seriously injured on rural roadways

Achieving or surpassing the Vision's overall national target will make road travel safer and save thousands of lives; it will substantially lower serious injury and considerably reduce societal costs.

Over the next several years Nova Scotia, through the Road Safety Advisory Committee, will develop and implement measures aimed at achieving the RSV 2010 goals. This report establishes the baseline data and calculates the overall target and sub targets as defined by CCMTA.

Crunching the Numbers

In Nova Scotia all collisions on public roads involving injuries, fatalities, or property damage over $1000 must be reported to the police or the Registry of Motor Vehicles. These agencies send completed collision report forms to Service Nova Scotia and Municipal Relations where they are entered into the Nova Scotia Collision Record Database.

This report relies on statistics obtained from the database in December 2003. The database is constantly being updated. It is possible that data could have been entered into the database since then that would change some of the numbers we have used.

We calculated individual RSV 2010 targets by averaging the number of serious injuries and fatalities for each category over the 1996 to 2001 time frame and then applying the assigned reduction factor. The target for seatbelt usage, however, was assigned. The overall target and sub-targets were then plotted along with the yearly data from 1996 to 2002.

The yearly data and resulting targets are shown in the Appendix A.

Information on Road Safety Vision 2010 is found at the Transport Canada website:
http://www.tc.gc.ca/roadsafety/vision/menu.htm

Nova Scotia collision information is available on the TPW website:
http://www.gov.ns.ca/tran/Publications/publications.stm

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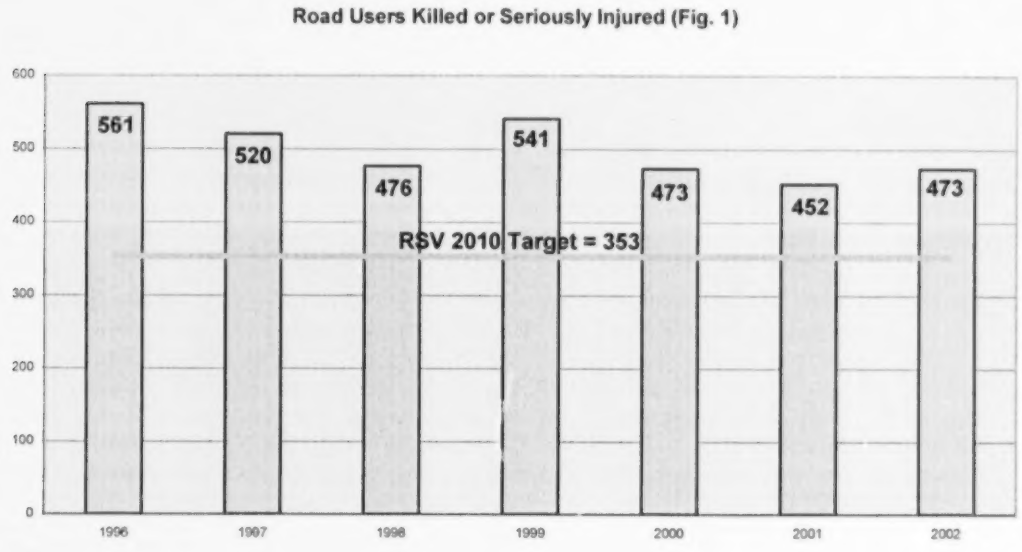
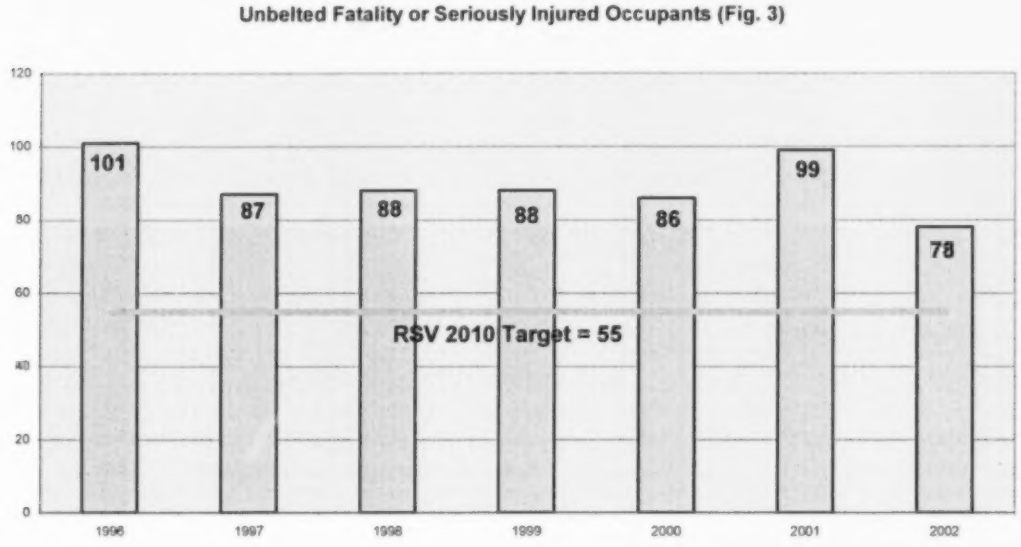
Road Users Killed or Seriously Injured (Fig. 1)
The 2002 figure for this target is 35 per cent above the target with the 2002 value up slightly from 2001.

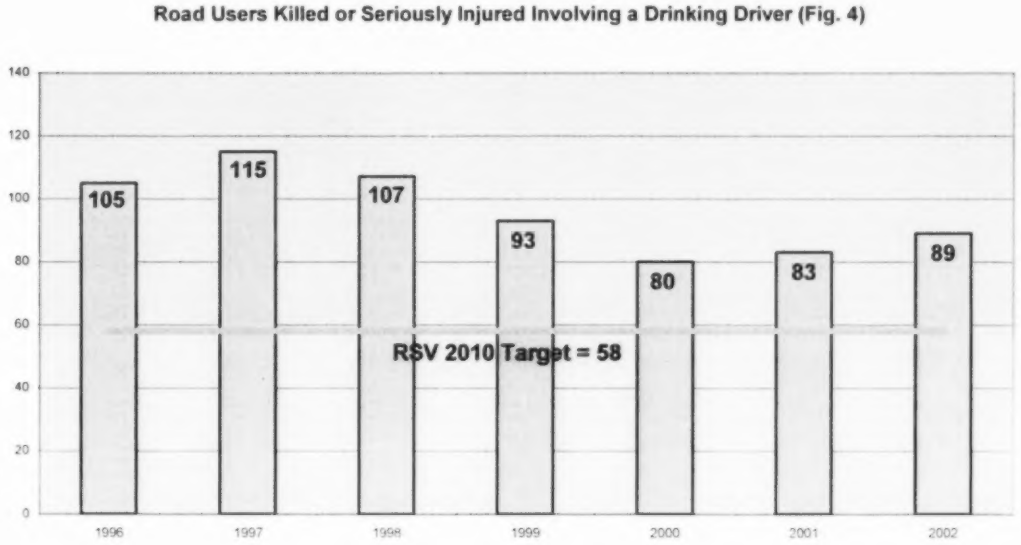


Seat Belt Rates (Fig. 2)
The 2002 percentage of 89 per cent is the highest since 1996, but still 6 per cent below the sub-target of 95 per cent.

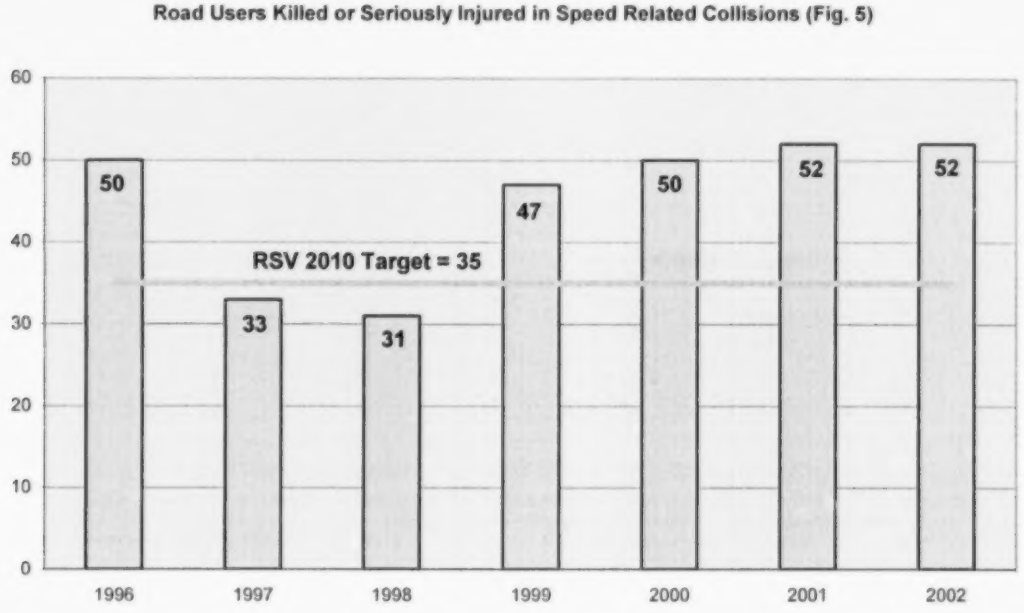
Unbelted Fatally or Seriously Injured Occupants (Fig. 3)
The 2002 figure is 42 per cent higher than the sub-target, but does represent the lowest value since 1996.



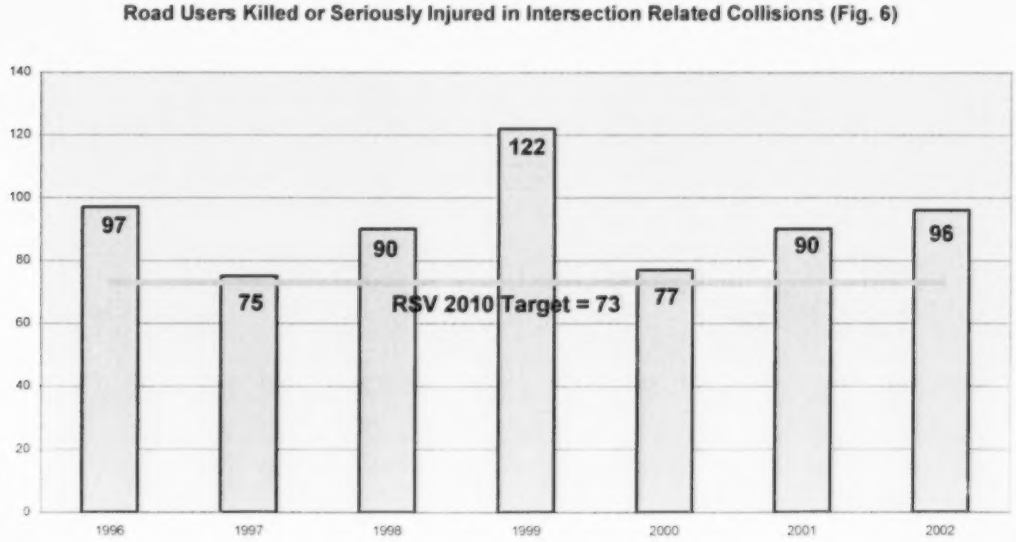
Road Users Fatally or Seriously Injured in Crashes Involving a Drinking Driver (Fig. 4)
The 2002 value is 53 per cent higher than the sub-target and has increased both years since 2000, which was the lowest since 1996.



Road Users Killed or Seriously Injured in Speed Related Crashes (Fig 5)
The 2002 figure is 49 per cent higher than the sub-target and has shown a yearly increase since 1998.

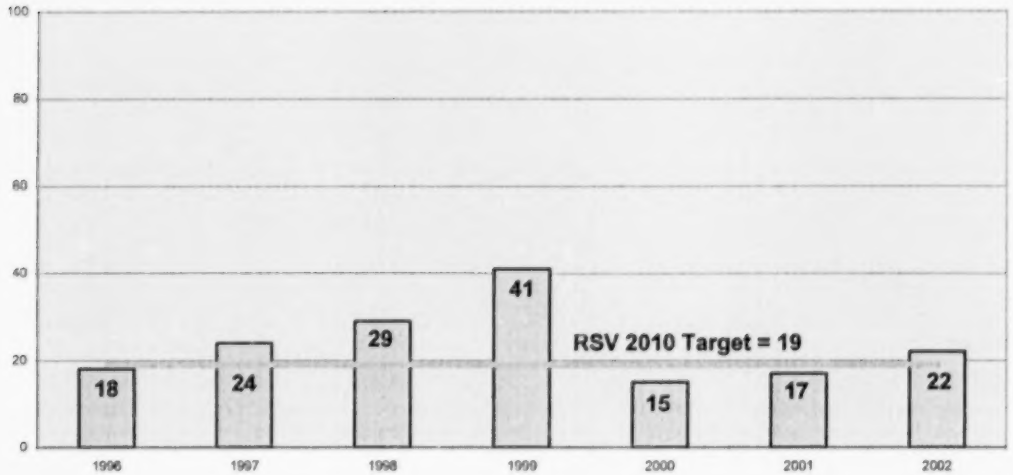


Road Users Killed or Seriously Injured in Intersection Related Crashes (Fig. 6)
The 2002 figure is 32 per cent higher than the sub-target and has increased in each of the last 2 years.



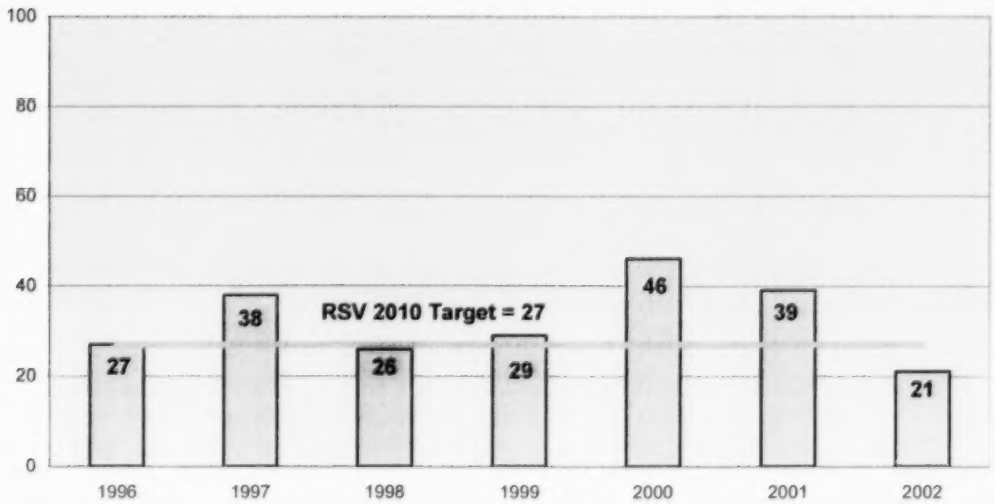
Young Drivers / Riders (aged 16-19 years) Killed or Seriously Injured in Crashes (Fig. 7)
The 2002 figure is 16 per cent higher than the sub-target and has increased in each of the last 2 years, which were below the sub-target.

Young Drivers / Riders Killed or Seriously Injured in Collisions (Fig. 7)



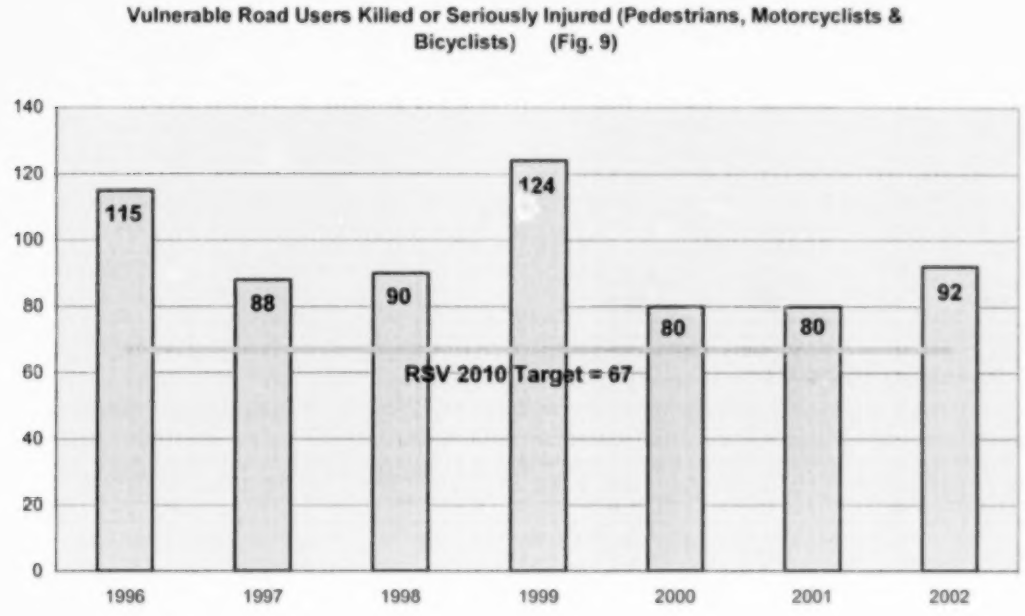
Road Users Killed or Seriously Injured in Crashes Involving Commercial Carriers (Fig. 8)
The 2002 figure is 22 per cent below the sub-target and has dropped for each of the 2 years since 2000, which was a 7-year high.

Road Users Killed or Seriously Injured in Collisions Involving Commercial Vehicles (Fig. 8)



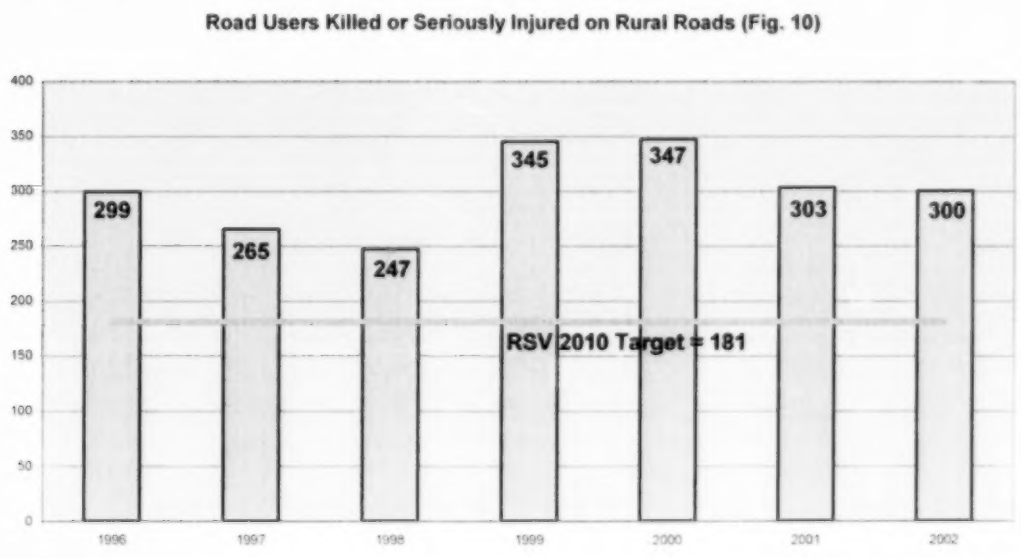
Vulnerable Road Users (pedestrians, motorcyclists and cyclists) Killed or Seriously Injured (Fig. 9)

The 2002 figure is 37 per cent higher than the sub-target and other than a couple of peaks the number has stayed consistently between 80 and 90 persons killed or seriously injured per year.



Road Users Fatally or Seriously Injured on Rural Roadways (Fig. 10)

The 2002 figure is 65 per cent higher than the sub-target and exactly the same as the 7-year (1996–2002) average.



Appendix A

Road Safety Vision 2010 Targets

Total Road Users Killed or Seriously Injured

	1996	1997	1998	1999	2000	2001	2002	RSV 2010 Target
Killed	113	89	84	97	87	80	88	
Seriously Injured	448	431	392	444	386	372	385	
Total	561	520	476	541	473	452	473	**353**

Unbelted Fatality or Seriously Injured Occupants

	1996	1997	1998	1999	2000	2001	2002	
Drivers Killed	21	13	22	21	19	23	17	
Drivers Seriously Injured	38	38	31	30	34	44	35	
Passengers Killed	14	14	9	11	9	9	9	
Passengers Seriously Injured	28	22	26	26	24	23	17	
Total	101	87	88	88	86	99	78	**55**

Road Users Killed or Seriously Injured Involving a Drinking Driver

	1996	1997	1998	1999	2000	2001	2002	
Killed	29	34	33	23	25	25	30	
Seriously Injured	76	81	74	70	55	58	59	
Total	105	115	107	93	80	83	89	**58**

Road Users Killed or Seriously Injured in Speed Related Collisions

	1996	1997	1998	1999	2000	2001	2002	
Killed	13	12	9	17	15	15	15	
Seriously Injured	37	21	22	30	35	37	37	
Total	50	33	31	47	50	52	52	**35**

Road Users Killed or Seriously Injured in Intersection Related Collisions

	1996	1997	1998	1999	2000	2001	2002	
Killed	17	8	12	24	10	13	11	
Seriously Injured	80	67	78	98	67	77	85	
Total	97	75	90	122	77	90	96	**73**

Road Users Killed or Seriously Injured in Collisions Involving Commercial Vehicles

	1996	1997	1998	1999	2000	2001	2002	
Killed	7	8	9	13	7	13	8	
Seriously Injured	20	30	17	16	39	26	13	
Total	27	38	26	29	46	39	21	**27**

Vulnerable Road Users Killed or Seriously Injured (Pedestrians, Motorcyclists & Bicyclists)

	1996	1997	1998	1999	2000	2001	2002	RSV 2010 Target
Pedestrians Killed	19	10	11	13	8	7	12	
Pedestrians Seriously Injured	53	45	33	56	38	33	33	
Total Pedestrians	72	55	44	69	46	40	45	
Motorcyclists Killed	4	3	6	7	7	5	6	
Motorcyclists Seriously Injured	28	21	29	36	23	29	36	
Total Motorcyclists	32	24	35	43	30	34	42	
Bicyclists Killed	1	2	1	4	1	1	1	
Bicyclists Seriously Injured	10	7	10	8	3	5	4	
Total Bicyclists	11	9	11	12	4	6	5	
Total Killed	24	15	18	24	16	13	19	
Total Seriously Injured	91	73	72	100	64	67	73	
Grand Total	115	88	90	124	80	80	92	**67**

Road Users Killed or Seriously Injured on Rural Roadways

	1996	1997	1998	1999	2000	2001	2002	
Killed	93	72	72	78	76	66	71	
Seriously Injured	206	193	175	267	271	237	229	
Total	299	265	247	345	347	303	300	**181**

Young Drivers / Riders (16-19) Killed or Seriously Injured in Collisions

	1996	1997	1998	1999	2000	2001	2002	
Total Killed	6	6	3	9	1	1	3	
Total Seriously Injured	12	18	26	32	14	16	19	
Grand Total	18	24	29	41	15	17	22	**19**

Percentage of All Occupants Wearing Seatbelts in Light-Duty Vehicles

1996	1997	1998	1999	2000	2001	2002	
88.2	87.1	88.5	86.6	86.5	88	89	**95**

Target = Average of 1996 to 2001 minus Reduction Factor

Appendix B

Definitions

PDO - property damage only

Injury - any visible injury or complaint of pain

Minor Injury - no treatment required

Moderate Injury - treated and released from hospital

Major (serious) Injury - hospitalized

Fatal - death as a direct result of a collision within 30 days

Urban - metropolitan roads and streets and other urban areas
- a speed limit of 60 km/h or less

Rural - primary and secondary highways, as well as local streets
- a speed limit exceeding 60 km/h

SNS&MR - Service Nova Scotia and Municipal Relations

TPW - Nova Scotia Transportation & Public Works

HRM - Halifax Regional Municipality

CBRM - Cape Breton Regional Municipality